

No. 1874 Survey held at Bristol

Date 21st June

1854

on the Berque "Semiramis"

Master Arnst Hanschildt

Tonnage Old 612
New 876

Built at Copenhagen

When built 1842 Launched

By whom built Government

Owners Theodor Eggers

Port belonging to Hamburg Destined Voyage South America

If Surveyed while Building, Afloat, or in Dry Dock Dry Dock and Afloat

| | | | | | | | | |
|--|---------------------------------|---------------|------------------------------------|---------|---------------|----------------------------|--------|---------------|
| Length aloft | 146 | Feet. Inches. | Extreme Breadth | 35 4 | Feet. Inches. | Depth of Hold | 23 3 | Feet. Inches. |
| Scantlings of Timber. | | | | | | | | |
| Room and Space | 25 | Inches. | | | | | | |
| Floors | sided 11 | Moulded | 15 | Inches. | | | | |
| 1 st Foothooks | 10 1/2 | " | 13 | | | | | |
| 2 nd Ditto | 9 1/2 | " | 9 1/2 | | | | | |
| 3 rd Ditto | 9 1/2 | " | 8 1/2 | | | | | |
| Top Timbers | 9 1/2 | " | 7 | | | | | |
| Deck Beams N ^o 32 | Average Space } 3 feet 6 inches | " | 10 1/2 | | | | | |
| Hold Beams N ^o 24 | Average Space } 3 feet 4 inches | " | 15 | | | | | |
| Orlop Beams | 22 | " | 10 | | | | | |
| Keel | | " | 14 | | | | | |
| Keelsons | | " | 13 1/2 | | | | | |
| Scarpns of Ditto | 7 feet | " | | | | | | |
| Thickness of Plank. | | | | | | | | |
| Outside. | | | Inside. | | | | | |
| Keel to Bilge | | | Limber Strakes | | | 3 1/2 | | |
| Bilge Planks | | | Bilge Planks | | | 5 1/2 | 12 | |
| Bilge to Wales | | | Ceiling in Flat | | | 3 1/2 | | |
| Wales | Average | | Ditto Bilge to Clamp | | | 4 | | |
| Short Hoods | | | Hold Beam Clamps | | | 3 | 6 | |
| Topsides | | | Deck Beam Ditto | | | 3 | 3 1/2 | |
| Sheer Strakes | | | Orlop Beam ditto | | | 3 | 4 1/2 | |
| Plank Sheers | | | Ceiling twist Decks | | | 3 | 2 3/4 | |
| Water-Ways | | | Hold Beam Shelves | | | | | |
| Lower deck Waterways | | | Deck Beam Ditto | | | | 10 1/2 | |
| Upper Deck | | | Lower deck Spiking | | | | 4 | |
| Lower Deck | | | | | | | | |
| Size of Bolts in Fastenings, distinguishing whether Copper or Iron. | | | | | | | | |
| Heel-Knee, and Deadwood abaft | Copper | Iron | Transoms and throats of Hooks | Copper | Iron | Lower Pintle of the Rudder | Copper | Iron |
| Scarpns of Keel | | | Arms of Hooks | | | Hold Beam | | |
| Floor Timber Bolts | | | Bolts thro' Bilge & Limber Strakes | | | Deck Beam | | |
| Kelson ditto | | | Butt End Bolts | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, consist of Danish Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Do and are _____ free from all defects. The Floors consist of Danish Oak The First Foothooks of Danish Oak Timber. The Second Foothooks of Do The Third Foothooks of Danish Oak The Top Timbers of Do The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are _____ The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is same The alternate Frames are _____ bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place. The Frame is _____ chocked with _____ Butt at each end of the chock. The Main Keelson is Danish Oak and free from all defects. The False Keelson is _____ The Deck Beams consist of Do & Red Pine The Hold Beams of Danish Oak The Knees of Iron Orlop Beams of Danish Oak and Fir

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Danish Oak From the above named Height to the Light Water Mark Do From the Light Water Mark to the Wales Do The Wales and Black-strakes are Danish Oak The Topsides American Oak and Red Pine The Sheer-strakes Teak & American Oak and Plank-sheers Teak & American Oak The Water-ways Red Pine The Decks Yellow Pine. Lower Deck Baltic Fir State of very good The Shifts of the Planking are not less than 4 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought some original only one between in different parts. Danish Oak

Planking Inside.—The Limber-strakes are Danish Oak the Bilge Planks Danish Oak The Ceiling, Lower Hold, Do Between Decks Danish & American Oak & Red Pine Shelf Pieces Red Pine Clamps Danish and American Oak

Fastenings.—To Hold Beams an Iron hanging knee to each Beam and 15 staple standards on each side Deck Beams dowelled and bolted to shelf, 15 staple standards and 13 hanging knees on each side. Orlop Beams a staple knee to each beam and 10 Riders connected with knees on each side. Number of Breasthooks seven Pointers two Crutches four Butts End Bolts are of copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes same bolted through and clenched. Treennails of Eng Oak How Made Engine turned General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Amey Hood Amey Baynes

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | | |
|--------------------------|--------------------------|-----------------------------|-------------|------------------|-----------------------------|------------------|-----------|
| N ^o . | | | | Fathoms. Inches. | | N ^o . | Weight. |
| 2 | Fore Sails, | Chain | 270 | 1 1/2 | Bower, | 3 | Good |
| 2 | Fore Top Sails, | Hempen Stream Cable | 90 | 10 | | | |
| 2 | Fore Topmast Stay Sails, | Hawser | 100 | 6 | Stream, | 1 | and |
| 2 | Main Sails, | Towlines | | | | | |
| 2 | Main Top Sails, | Warp | 100 | 5 1/2 | Kedge, | 2 | Efficient |
| and <u>fits all good</u> | | All of <u>good</u> quality. | | | | | |

Her Standing and Running Rigging good sufficient in size and good in quality.

She has one Long Boat and three others

The present state of the Windlass is patent Capstan good Rudder good Pumps 2 Metal

General Remarks—Statement and Date of Repairs.

This Vessel was a Royal Danish Frigate, with a poop and top-gallant fore-castle, and has had at present timbers fitted in between and frame bolted and made flush deck; timbers of English oak and Red Pine, and planked fore and aft (except some fore hoods) from the keels upwards with good East India Teak, American Oak and Red Pine; 20 new ^{deck} beams, American Oak and Red Pine; Red Pine shelves, ~~combs~~ American Oak and Ceiling between decks Red Pine; Red Pine waterways and yellow Pine Deck; upper piece of stern post and inner post of American Oak; Deadwood knee and several after hoods new with English Oak; an additional Crutch and ten Kiders connects with knees on each side to the poop deck beams, all the knees Crutches and Breast Hooks refastened with Copper below the sheathing and from above, and several hundred of through Copper and Iron bolts renewed and clenched; thoroughly overhauled, caulked and sheathed with yellow Metal.

Although she does not in some respects come up to the Rules, yet she is so well secured and in such seaworthy condition, and so fit for the safe conveyance of dry and perishable goods to and from all parts of the world, that we recommend her to be classed as below.

If Sheathed, Doubled, Felted, or Coppered yellow metal When last done May 1854
we are I am of opinion this Vessel should be Classed *A1 in Red.

The Amount of the Fee.....£ 5 : - : is received by me,

Special£ : :

Certificate (£ required)£ : 5 :

Committee's Minute 23rd June 1854

Character assigned A1, 1 Month - SS 1854



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